

Amendments to the Claims

1. (Canceled)

2. (Previously presented) The structure of claim 15 wherein said substructure is a parking garage and said superstructure is residential space.

3. (Canceled)

4. (Previously presented) The structure of claim 15 wherein said fourth length is equal to said second length.

5-13. (Canceled)

14. (Previously presented) The method of claim 20 wherein said drive aisle openings extend to a height less than the full height of the tunnel.

15. (Currently amended) A structure having a main horizontal axis and a perimeter, comprising:

a substructure including a drive aisle and a plurality of automobile parking spaces and comprising a plurality of parallel, adjacent, poured-in-place tunnels, each tunnel extending from the main axis to the perimeter of the structure, each tunnel including a transverse drive aisle opening therethrough, said substructure including:

a plurality of first tunnel walls having a first length, said drive aisle openings in said first tunnel walls being wider than the drive aisle openings in other tunnel walls and being wide enough to span accommodate an automobile parking space that is perpendicular to the drive aisle in addition to said drive aisle; and

a plurality of second tunnel walls having a second length; and

a plurality of automobile parking spaces defined in the structure formed by said tunnels, said parking spaces being configured such that a set of three adjacent tunnels includes at least four automobile parking spaces;

an interface level comprising a plurality of parallel, adjacent, poured-in-place tunnels, said interface level including:

- a plurality of third tunnel walls vertically aligned with said first tunnel walls and having a third length, said third length being at least as great as said first length; and

- a plurality of fourth tunnel walls vertically aligned with said second tunnel walls and having a fourth length; and

- a superstructure comprising a plurality of parallel, adjacent, poured-in-place tunnels having walls that are each vertically aligned with one of said first and second tunnel walls.

16. (Previously presented) The structure according to claim 15 wherein said second length is less than said first length.

17. (Previously presented) A structure comprising:

- a substructure including a drive aisle and a plurality of automobile parking spaces and comprising a plurality of parallel, adjacent, poured-in-place tunnels, each tunnel including a transverse drive aisle opening therethrough, said substructure including:

- a plurality of first tunnel walls having a first length, said drive aisle openings in said first tunnel walls being wide enough to accommodate an automobile parking space in addition to said drive aisle; and

- a plurality of second tunnel walls having a second length;

- an interface level comprising a plurality of parallel, adjacent, poured-in-place tunnels, said interface level including:

- a plurality of third tunnel walls vertically aligned with said first tunnel walls and having a third length, said third length being at least as great as said first length; and

- a plurality of fourth tunnel walls vertically aligned with said second tunnel walls and having a fourth length; and

- a superstructure comprising a plurality of parallel, adjacent, poured-in-place tunnels having walls that are each vertically aligned with one of said first and second tunnel walls.

18. (Previously presented) The structure according to claim 17 wherein said first and second tunnel walls are spaced from each other such that three adjacent automobile parking spaces may be

defined between two adjacent pairs of second tunnel walls, with said three automobile parking spaces being configured such that a middle one of said three spaces is centered under the first tunnel wall that is disposed between said adjacent pairs of second tunnel walls.

19. (Previously presented) The structure according to claim 18 wherein said middle one of said three automobile parking spaces occupies a portion of the drive aisle opening of the first tunnel wall that is disposed between said adjacent pairs of second tunnel walls.

20. (Previously presented) A method for constructing a building, comprising:

- a) constructing a substructure including a drive aisle and a plurality of automobile parking spaces and comprising a plurality of parallel, adjacent, poured-in-place tunnels, each tunnel including two walls, each wall having a transverse drive aisle opening therethrough, by:
 - i) pouring in place a plurality of first tunnel walls having a first length, said drive aisle openings in said first tunnel walls being wide enough to accommodate an automobile parking space in addition to said drive aisle; and
 - ii) pouring in place a plurality of second tunnel walls having a second length;
- b) constructing an interface level comprising a plurality of parallel, adjacent, poured-in-place tunnels, each tunnel including two walls, by:
 - i) pouring in place a plurality of third tunnel walls vertically aligned with said first tunnel walls and having a third length, said third length being at least as great as said first length; and
 - ii) pouring in place a plurality of fourth tunnel walls vertically aligned with said second tunnel walls and having a fourth length; and
- c) constructing a superstructure comprising a plurality of parallel, adjacent, poured-in-place tunnels having walls that are each vertically aligned with one of said first and second tunnel walls.

21. (Previously Presented) The method according to claim 20 wherein each of said first and second tunnel walls has an inner end and an outside end and the drive aisle openings in said first tunnel walls extend as far from said first tunnel wall inner ends as the distance between said second tunnel wall inner ends and said second tunnel wall outside ends.

22. (Previously presented) The method according to claim 21 wherein each first tunnel wall is separated from another first tunnel wall by a pair of second tunnel walls.

23. (Previously presented) The method according to claim 22 wherein said first and second tunnel walls are spaced from each other such that three adjacent parking spaces may be defined between two adjacent pairs of second tunnel walls, with said three parking spaces being configured such that a middle one of said three spaces is centered under the first tunnel wall that is disposed between said adjacent pairs of second tunnel walls.

24. (Previously presented) The method according to claim 23 wherein said middle one of said three parking spaces occupies a portion of the drive aisle opening of the first tunnel wall that is disposed between said adjacent pairs of second tunnel walls.